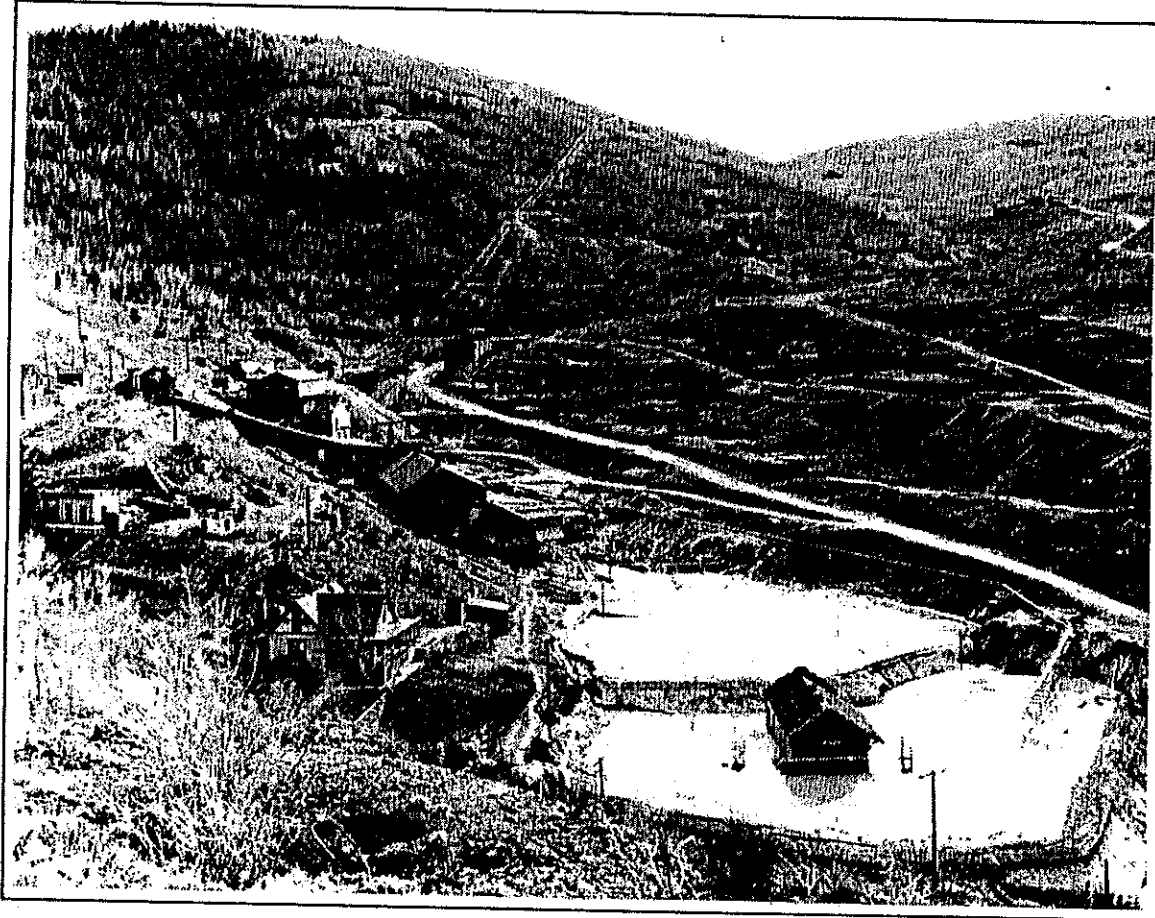


CHAPTER 15:

PARKING LOT/TAILINGS NEIGHBORHOOD



DESIGN GUIDELINES FOR CENTRAL CITY

Chapter Cover Photograph:

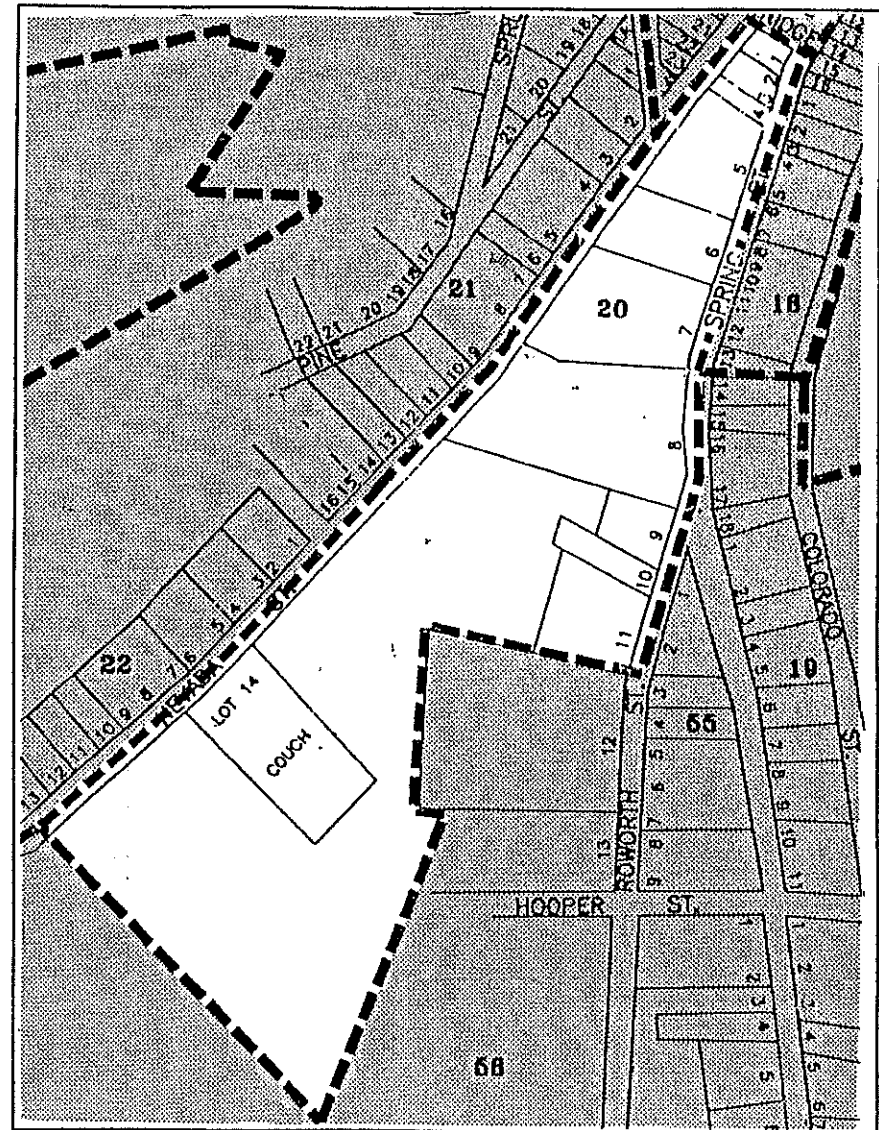
A southeast view of the railroad depot and Chain O'Mines Mill, circa 1930s.

CHAPTER 15 PARKING LOT/ TAILINGS NEIGHBORHOOD: DESIGN GUIDELINES

The Parking Lot/Tailings Neighborhood consists of the parking lots that are located south of Bridge Street, and is bounded on the east side by Nevada Street, on the west by Spring Street and Roworth Street. Refer to the adjacent map for a more complete boundary delineation.

Goals for the Neighborhood

The goals for this neighborhood are numerous. Parking should be retained while the historic use of this neighborhood as residential and commercial in nature is restored. Emphasis should be placed on site improvements that are visually attractive and pedestrian-friendly. Landscaping is encouraged to visually buffer the site and to stabilize slopes. The "Big T" parking lot, where the ballpark and railroad depot were once located, could be sustained as parking for the immediate future, but should be adaptable to change or new development in the long term. Should building occur, a variety of building types and sizes, in keeping with the historic diversity of the area, is desired.



The Parking Lot/Tailings Neighborhood.

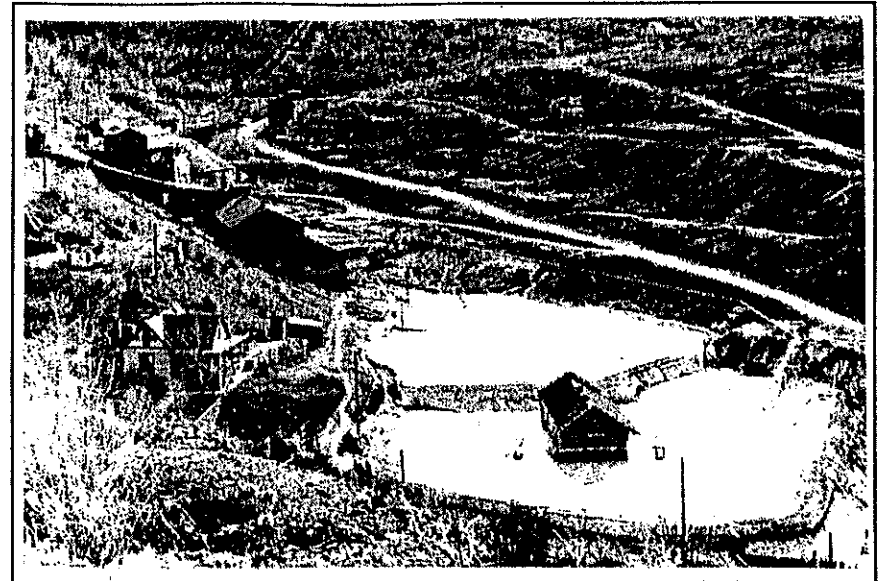
Historical Descriptions

Building Description (Historical)

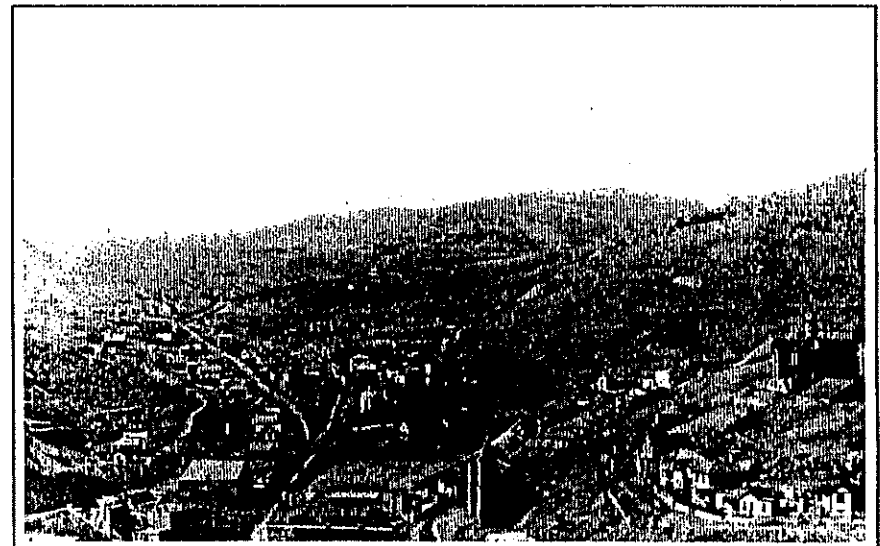
Located at the southwestern edge of town, this neighborhood has never seen a large amount of buildings, and few structures remain from its past. A scattering of log and simple wood frame residences once existed here, in addition to wooden mining structures such as the large Chain O' Mines Mill. These buildings resembled other structures of similar types located throughout Central City. The railroad depot was also located in this neighborhood, within the triangle formed by the intersection of Spring and Nevada Streets. Immediately adjacent to the depot was a grandstand and ballpark that served as Central City's city park. This was laid out in 1890. In the late 1920s, the Chain O'Mines Mill was founded nearby and tailings deposited from the mine eventually buried the depot and park. Remains of the depot structure are reported to survive under the parking lots today.

Site Description (Historical)

Gunnell Hill and Quartz Hill rise steeply to the west and south of the parking lot, creating difficult building conditions. Nevada Street originated in this neighborhood, and was more heavily travelled in the past with traffic from Nevadaville. The hills were stripped of their trees due to the demand for building materials, making a rather barren neighborhood. East and west of the baseball grounds, Nevada and Spring Creeks were natural drainage ways for this neighborhood. A significant site characteristic was established by the Chain O' Mines tailings pile during the 1930s that significantly altered the character of the area.



The Parking Lot/Tailings Neighborhood as it appeared during the 1930s.



The ballpark, railroad depot and residential structures as they existed at the base of Quartz Hill, circa 1900.

Neighborhood Views and Character Description (Historical)

Due to the nature of its topography, the Parking Lot/Tailings Neighborhood provided a broad view of most of Central City, including views to the Commercial Core Neighborhood to the north, and to the wooded mountain ridges to the east and west. The various ridges and hills were less wooded than they are today, and many mine shafts and operable mills dotted the landscape. St. Aloysius Academy, a large brick school, was visible on top of Gunnell Hill. The predominant character of this neighborhood was established by the mining activity in it and by the traffic to and from Nevadaville. During the winter, Nevadaville was the place for winter sport activities due to a famous snow run that began at Nevadaville and descended to Black Hawk, the elevation dropping 500 feet in two miles.

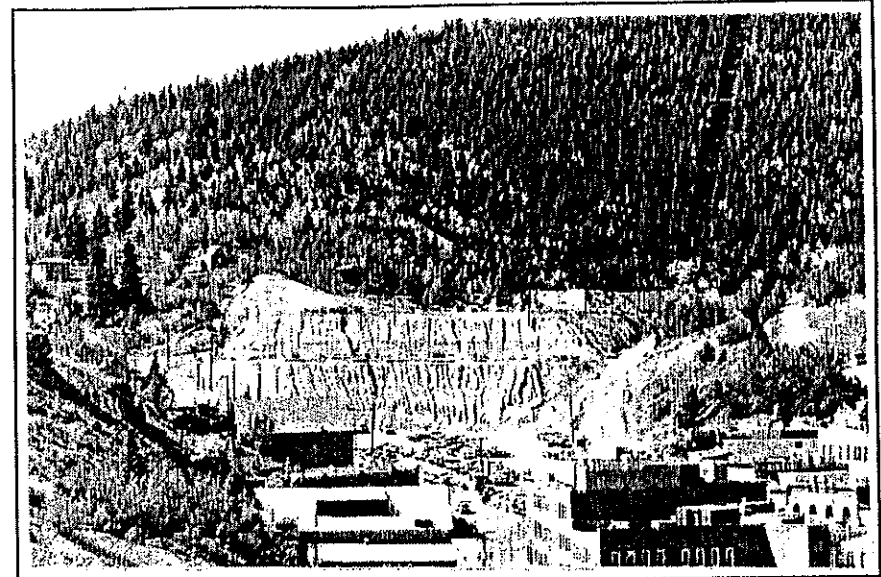


Central City from the Chain O' Mines Tailings Pond, circa 1929.

Present Day (1992) Descriptions

Building Description (1992)

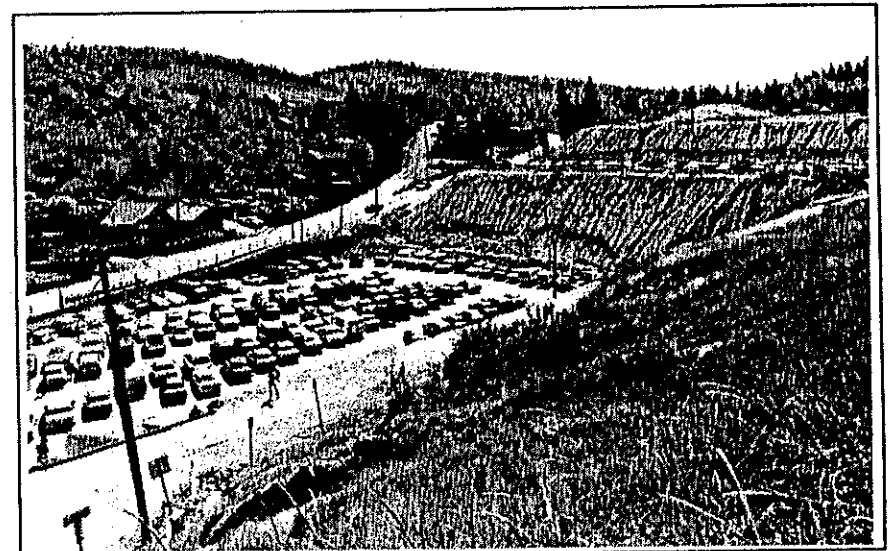
The few remaining intact structures in the neighborhood are located on Roworth Street. Those that survive are primarily vernacular wood frame one and two story residences. They are clad with lap wood siding and have gable roofs. Some masonry buildings once existed but none survive today. The ruins of mine structures are visible at the extreme southern and western borders of this neighborhood. These are simple structures, quite common in Central City, and are similar to each other in their scale, use of materials and lack of ornament.



The Parking Lot/Tailings Neighborhood, in the rear of this photo, has few structures which remain today.

Site Description (1992)

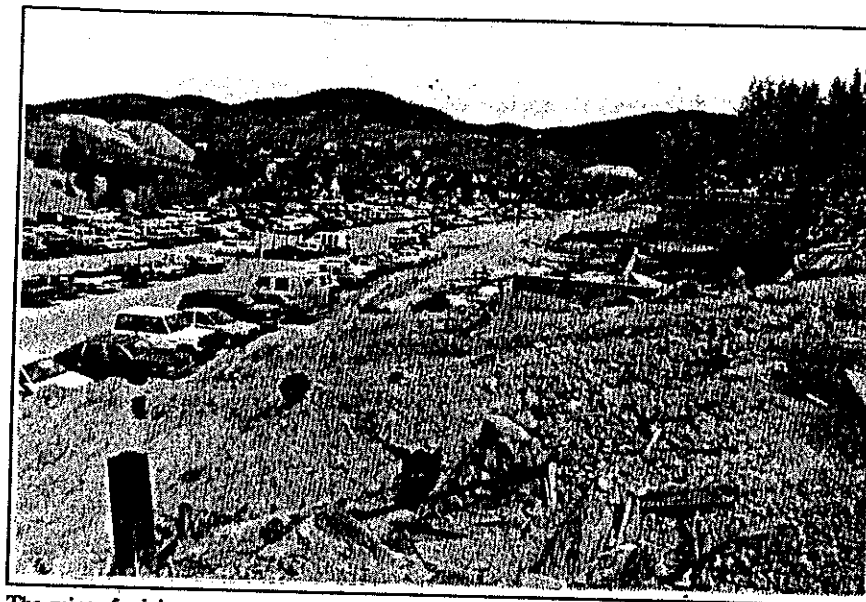
The few remaining structures are set into the steep hillside of this neighborhood and some utilize rubble rock retaining walls. The predominant site characteristic is the tailings dump, where the large parking lots are located. These lots are flat, packed-earth terraces that contain no vegetation. Edges of the sites are eroded and unstable.



The Parking Lot/Tailings Neighborhood, 1992.

Neighborhood Views and Character Description (1992)

The Parking Lot/Tailings Neighborhood is located at one of the higher elevations of Central City, providing this neighborhood with a broad view of most of the City, especially of the Commercial Core Neighborhood to the north and of the wooded mountain ridge and mine dumps to the east and west. The character of this neighborhood is non-existent, due to its functioning as a large parking lot for the whole of Central City. The tailings have been terraced to create the parking platforms.



The ruins of mining structures and residences overlook the parking lots of this neighborhood.

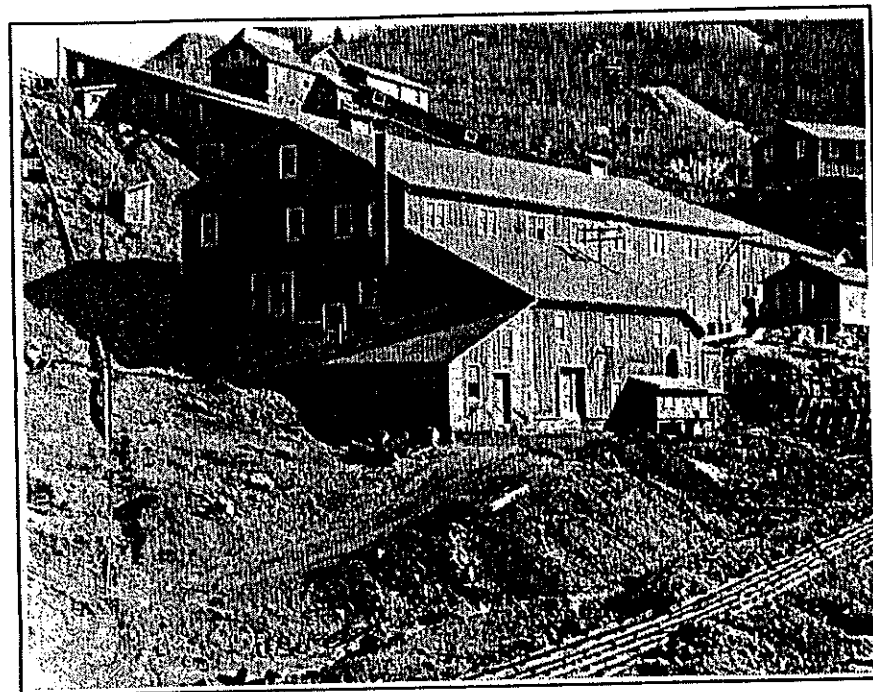
Building Design Guidelines

Historic and supporting buildings in this area ranged in plan from a humble, 15 foot by 25 foot simple wood frame residence to the large Chain O' Mines Mill structure. For all new construction, the size and volume of buildings should fit within the range established historically by the residential and commercial mining structures that existed in the neighborhood. A diversity of building sizes is encouraged. This will create and reinforce a continuity of scale along Nevada Street and connect the Parking Lot/Tailings Neighborhood to its surrounding neighborhoods.

Guideline 1:

Design new buildings to be similar in height and scale to the historic neighborhood context.

- The overall perceived size of the building is the combination of height, width, and length and essentially equals its perceived volume.
- New buildings should not exceed the height of those found historically in the Parking Lot/ Tailings Neighborhood.
- A variety of building heights, similar to the diversity seen historically, is encouraged. Large projects should include a range of building sizes.



The Chain O' Mines Mill, circa 1930. Buildings of this scale may be considered.

The "Big T" parking lot occupies an important historic site in Central City. The railroad depot, ballpark and grandstands were once located here. If new development is to be proposed for this area, it should reflect the character of the historic sites and buildings that were located here.

Guideline 2:

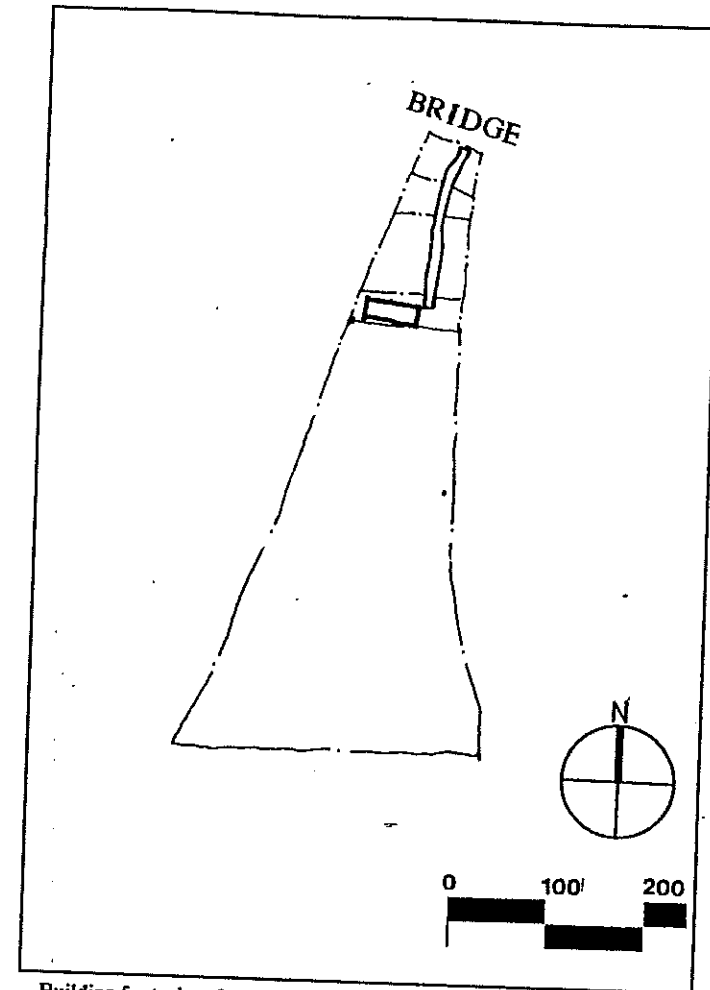
New construction proposed for the "Big T" parking lot must be similar to historic buildings that existed there in form and shape.

- Consult historic photos, historic maps, and other sources of information for reference and guidance in order to understand the historic nature of this neighborhood.
- Single-family residential structures also existed historically in this area and buildings of this scale are appropriate.

Guideline 3:

Building footprints should reflect the size, shape and proportion of historic footprints once existing in the neighborhood.

- Footprints of new construction should reflect historic footprints. The historic range of footprints should be derived from historic photos and written documentation.



Building footprints from the Sanborn Fire Insurance Map of 1900.

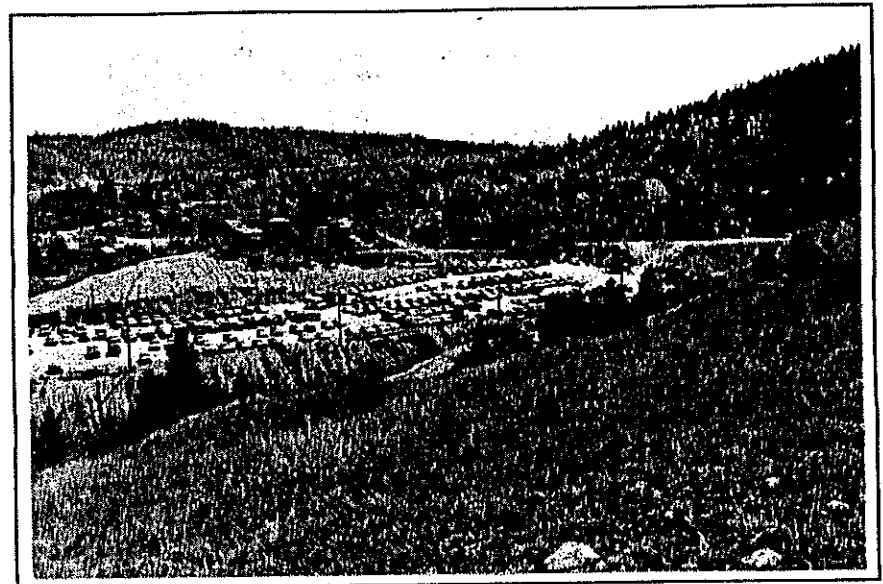
Neighborhood Views and Character Guidelines

The character of the neighborhood should be established through a diverse mix of building types and sizes that are based on what existed here historically.

Guideline 4:

Maintain the character of the neighborhood by preserving views of local historic landmarks and significant natural features wherever possible.

- Views from the public way to the Commercial Core, Winnebago Hill, Gunnell Hill, Central Hill and of local landmarks, such as the Coeur d'Alene Mine, St. Mary's Catholic Church and the Old 71 Railroad, should be protected and maintained. New development in the neighborhood should not obstruct these views but take advantage of them.
- Maintaining a view corridor to a community focal point may involve providing a building setback, an easement, or siting a drive or walkway along the view axis.



A southeast view over the neighborhood.

Guideline 5:

The impact on archeological resources, such as the old depot should be considered.

- Documentation of remains impacted during excavation, or other mitigation measures, may be considered.